

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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REPORT

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1. The Skoda Works (Skodovy zavody), National Enterprise, Prague XVI-Smichov, Na Zlichove, is located between Krizova Street and the Bustehradská Railroad, which runs from Prague to Hostivice and Kladno. A cobblestone lane leads across the factory into Krizova Street. Fencing consists of a wooden fence in the north and south, a wire fence in the east, and a brick wall, along Krizova Street, in the west.
2. The plant is about 500 meters long, from north to south, and about 150 meters across at the widest point, near the middle. The main gate is on the north, with a brick guardroom 5 x 5 meters. Another gate, used by employees, is on the south, with a guardroom adjoining a production hall. In the south a spur branches off the Bustehradská RR tracks and runs through the plant, along the cobblestone road. In the north, close to the connecting road, is the largest of the production halls. It is of irregular shape, approximately 150 x 60 meters, known as Mechanika I, where spare parts for diesel engines are made. An engine-testing shop is attached to the hall. Partly under the testing shop is an oil tank with the pipes and main outlet on a small lawn. In the northern part of the hall, which is about 30 meters high, is the engine assembly shop and a small separate shop used as the shipping department for finished engines. A four-story building adjoins the Mechanika I hall on the west. It is 40 x 12 meters and contains management offices and various administrative departments (wages, construction, etc.). On the other side of the road, opposite Mechanika I, are the dining room and the canteen in a one-story building, 15 x 6 meters. Slightly east of the canteen is the fuel and oxygen-bombs storeroom in a wooden hut, 10 x 8 meters. Below the guardroom in the north another road branches off the cobblestone road, turning along Mechanika I and then continuing parallel with the main connecting road up to

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25 YEAR RE-REVIEW

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about the middle of the plant. On the western side of this second road is the boiler house, 9 x 9 meters, with a chimney 12 meters high. About 30 meters south of the boiler house is a four-story building, 20 x 7 meters, situated close to the wall. On the ground floor is the storeroom for printed propaganda material, on the second floor the security department, on the third floor the drawing office, and on the fourth floor the music hall. Eight meters south of this building is a wooden cooling tower 7 x 7 meters, for condensing steam. Ten meters south of Mechanika I is a production hall, called Slevarna (Foundry). The actual foundry, however, occupies only half of the hall, which is 100 x 50 meters. At the eastern end of the foundry are the two chimneys of the furnaces, 12 meters high. In the northwest half of the production hall is the molding shop, about 30 meters wide; the rest of the space is occupied by offices, mainly of the personnel department. At the northern end of the hall is the castings cleaning shop and in the middle of the western wall the switch room. In the foundry, cylinder blocks for diesel engines are being cast. Twelve meters south of the foundry is a building, 15 x 6 meters, containing the dentist's and medical rooms and the fire station. Attached to it is a wooden hut where radiators are stored. South of the building is the assembly hall, 60 x 15 meters, where four and six-cylinder diesel engines are assembled. To the south is a five-story building formerly called Asap, 40 x 15 meters, with a flat roof. It is now called Mechanika II. On the ground and second floors are the spare parts and the crankshafts workshops. On the third floor are offices, on the fourth floor the apprentices' workshops, and on the fifth floor classrooms in the southern end, and a storeroom for patterns in the north. In the southeastern part is a smaller production hall which belongs to Mechanika II, where cast-iron spare parts are made. Size of this hall is 30 x 8 meters. Cloakrooms and bathrooms are attached to this hall. The guardroom in the south is located close to this hall.

3. The total number of employees is about 1,000, of whom 700 are in production; 200 are women working mainly on turret lathes or drilling machines. Of the remaining 500 employees, 200 are unskilled workers transferred from unproductive jobs. The plant works three shifts, except in the assembly workshops where only one shift a day is worked.

4. Machinery and tools consist of the following:

150 small lathes of older type  
 60 turret lathes, TOS type, of Czech manufacture  
 5 large lathes, Niles type  
 2 Skoda Sur lathes  
 5 horizontal milling machines (foreign makes)  
 5 lathes, Fischer type (copying lathe)  
 80 small drilling machines of Czech manufacture  
 30 new large drilling machines, TOS type  
 20 small vertical milling machines  
 7 vertical revolving lathes (carrousel)  
 5 drawing boards

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5. In the material-testing shop there are four hardness-testing apparatus, Brinell type (ballbearing system) and 12 grinding machines (Czechoslovak Kamenicek and TOS types) for precision grinding.
6. The foundry has two Siemens-Martin furnaces.
7. In the pattern shop there are five turning lathes and four circular saws.
8. In the foundry there are two cranes, Granich type, capacity 10,000 kg. In Mechanika I are five cranes, Granich type, 10-15,000 kg. capacity. Castings are transported from the foundry to Mechanika I by a Granich crane of 10,000 kg. capacity. One Granich crane is used for crushing old castings and

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rejects. Another Granich crane is in the assembly hall of 10,000 kg. capacity. In the southern part of Mechanika I are four small and two large automatic saws, and one Granich crane.

9. Assembling is not done on assembly lines but on special benches or on the floor in the assembly hall.
10. In Mechanika II, in the northern part, is one vertical lathe (carroussel), 4 small turret lathes, one capstan lathe. In the crankshaft shop are two vertical milling machines and one automatic balance-control machine. In the southern part of Mechanika II are five lathes, two drilling machines, and two small lathes. On the first floor of Mechanika II are 12 medium-size lathes, five grinding machines, Kamenicek type, and four drilling machines. In the second part of Mechanika II are four small lathes and two drilling machines, TOS type. In the apprentices' workshop there are 12 lathes of Czechoslovakian make, three of them of the Miles type, also one grinding machine (TOS), one shaping machine, one capstan lathe, one horizontal and one vertical milling machine, and one saw.
11. In Mechanika I are four large planing machines and three large shaping machines.
12. Electric power comes from the Prague power system. Since 1952 there have been frequent power cuts without previous warning, and work had to be suspended for a whole shift. For this reason night shifts were introduced in some smaller factories in the neighborhood.
13. Steel rods are delivered by rail from the Poldina Hut foundries while cast iron is produced at the plant.
14. Production and destination of finished products:
  - a. Diesel engines (two, four, and six-cylinder) for power plants and sugar factories are exported to Egypt and South America, mainly to the Argentine. 30 diesel engines are produced monthly.
  - b. Mobile power plants have six-cylinder engines and are fitted on four-wheel undercarriages. The undercarriage is also produced in the Skoda Works. A generator produced at Skoda-Pilsen<sup>1</sup> is attached to the motor. All these power units bear Russian inscriptions and are sent to the USSR.
  - c. Production of a Soviet-type diesel engine for tanks was introduced in the summer of 1952 and was supervised by a number of Soviet engineers. All young employees due for national service were immediately assigned to tank units (sic).
15. The Five-Year Plan was never fulfilled above 100%; this was caused partly by inferior material and partly by irregular and delayed deliveries. Very often work had to be suspended in some production branches. Cast iron is of very poor quality.
16. Average wages of skilled workers are 860 Kcs. (gross) monthly. Deductions of unmarried workers amount to 180 Kcs.
17. The management is in the hands of technical experts, with the exception of the general manager, Broul (fnu), a former workman. Production of Soviet-type diesel engines is supervised by Soviet engineers. The workshop foremen are also technical experts.
18. Working morale is not very good and the average rate of absenteeism is 20%.

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19. Factory Guards: Three members of the factory guards are on duty at the north gate, armed with 6.35 caliber pistols. They are relieved after every shift. At the south gate three women are on guard; they also carry 6.35 caliber pistols. Members of the factory militia are exempt from work. Only in the event of an emergency are they required to help in the workshops. Even off duty they carry pistols for reasons of personal safety.

1   Comment: Probably the V.I. Lenin Works, National Enterprise, in Pilsen.

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Legend to Sketch

1. Krizova Street.
2. Cobblestone road.
3. Fence and wall.
4. Main entrance to the plant.
5. Guardroom.
6. Bustehradská RR and the factory siding.
7. Southern entrance and guardroom.
8. Mechanika I.
9. Engine-testing hall.
10. Oil tank.
11. Outlet with cover and suction pipes.
12. Factory management offices.
13. Engine assembly hall.
14. Shipping department for finished engines.
15. Canteen and mess.
16. Fuel and oxygen-bombs storage.
17. Boiler house.
18. Offices.
19. Cooling tower.
20. Foundry.
21. Molding shop.
22. Switch room.
23. Personnel department.
24. Castings-cleaning shop.
25. Medical room.
26. Storage, a wooden hut.
27. Fire department.
28. Assembly hall.
29. Mechanika II.
30. Production hall.
31. Cloakrooms and lavatories.

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